



BUT FEW SURVIVE

Of Two Hundred on Boat Nineteen are Saved.

MANY FROZEN TO DEATH

Schooner Knowlton Rams the Larchmont and Both Go to Bottom.

CAUSE OF DISASTER UNKNOWN

Occurred on Dark But Starry Night and Steamer Was Plainly Visible to Those On Board the Knowlton.

BLOCK ISLAND, R. I., Feb. 12.—In the storm-swept seas of the Atlantic, with the temperature below zero, approximately 180 persons are believed to have met death as a result of the schooner Knowlton and the steamer Larchmont colliding off Block Island last night. The Larchmont carried an estimated passenger list of 150 and a crew of about 50. The Larchmont sank ten minutes after the collision, and the Knowlton, laden with coal, foundered soon after.

A score of bodies have been washed ashore. Including Captain McVey, of the Larchmont, eight of the officers and crew of his vessel were saved. Survivors express the opinion that although all on board the Larchmont secured places on board rafts or in the boats, that scores of them were swept overboard by the high seas and that many succumbed to cold before they had been afloat but a short time.

Captain Haley, of the Knowlton, in a statement, says that he is unable to account for the collision. The stars were bright and the atmosphere was clear.

Residents on the neighboring shore turned out in the bitter cold to help in the efforts to rescue. One boat reached shore bearing a number of survivors, and half a dozen that had died of cold during the trip from the wreck to the shore.

WATCH HILL, R. I., Feb. 12.—In describing his experiences, Captain Haley, of the Harry Knowlton, said the Knowlton rammed the Larchmont on the port side about a quarter way from the bow. The blow carried away the schooner's bilboon and bowsprit, and all her forward rigging, opening up the seams and making a great hole forward, through which the water rushed. Desperate work at the pumps alone saved the lives of the crew. Captain Haley and his six men all took a hand in the work until the moment came to launch the boat in which they were able to reach the shore at Watch Hill.

Captain Haley said the Larchmont, as soon as the two boats had cleared after the collision, appeared to continue westward and Captain Haley and his men heard no calls for assistance. However, they were so much engaged in keeping afloat that they had little time to watch the Larchmont.

"I never shall quite understand how this accident occurred," said Captain Haley. "The night was dark, but starry. We were making fair progress through the Sound. A long time before the accident happened we had sighted the Larchmont steaming westward. Some of the crew were on deck awhile and we spoke of the picture the Larchmont made, all lighted up. We saw then that the steamer seemed to be heading directly for us. I looked up at our lights, which were burning all right, and, of course, I expected

the steamer to look out for us. She kept right on, and some of us showed a warning, and one member of our crew blew a horn constantly. I did not dare attempt to tack to clear the path of the steamer because I thought she would turn out for us. When she was right ahead there was nothing for us to do but hit her. The blow was a very light one. I thought we were going down at once, as the steamer quivered and reeled backward. The water rushed in at once. The steamer lurched and continued on her way. She did not seem to be badly damaged."

Captain Haley narrated the experiences of himself and crew in working his vessel shoreward. With five feet of water in the hold and gaining, manning the pump was exceedingly difficult, as the water surged about the men all the time. Finally it was decided to abandon the vessel and all hands took to the boats.

RIGHT OF APPEAL.

Privilege of Government in Certain Criminal Cases Discussed.

WASHINGTON, Feb. 12.—The Senate occupied the day in argument on the bill granting the government the right of appeal on points of law in criminal cases. The opposition came mainly from Senators Rayner, Whyte, of Maryland, and Heyburn of Idaho, and elaborate defenses of the proposition were made by Senators Patterson, Knox, Nelson and Spooner. No action was taken on the measure. Nelson gave notice that he would move for its consideration tomorrow.

WILL CAUSE DEBATE

Bill for Senatorial Reapportionment is Not Popular.

SUBJECT IS DELICATE ONE

Senators Object to Having Their Districts Vanish Into Nothingness as New Measure Would Provide in Several Instances.

SALEM, Ore., Feb. 12.—Reapportionment of the 30 Senatorial districts of the state promises to be a hotbed of dissension before the session ends. It was given a start when Senator Hart introduced S. B. 212. Already there is a feeling of antagonism to the measure and ill-feeling is cropping out. The consideration of the bill will be left to a special committee of five, to be appointed by President Haines.

Senator Wright and Miller of Linn and Marion, suffer, or at least their districts do. Senator Miller's district is wiped off the slate and Senator Wright's is so adjusted that he is out and injured.

The principal changes follow: Marion and Linn joint, eliminated, resulting in the loss of half a vote for each of these counties and not making up for it in any other direction.

Benton, which has had a single vote, is made to share it with Lincoln and Tillamook, which latter two are now, with Yamhill, the district of Wright.

In tacking Tillamook and Lincoln to Benton, Senator Johnson of Benton, is not pleased any more than Wright or Miller.

Yamhill loses a joint vote and receives no compensation.

Multnomah receives seven whole votes and one joint with Columbia and Clackamas, making eight all told. This eliminated the joint district of Multnomah, Columbia and Washington, now represented by Senator Hodson and the joint district of Multnomah and Clackamas, now filled by Senator Bailey. This reapportionment does not affect Clackamas and Columbia materially, for the nominees on the joint districts will be dictated and elected from Multnomah, as formerly.

Grant county, which has been joint

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CHOPIN BILL IS PASSED

Minority Report of House Committee Adopted.

BOARD WILL APPOINT

Railroad Commission Will Be Named By Three State Officials.

WARM DEBATE IN THE HOUSE

Party Politics Figure in Fight For and Against Board—Vote is Close, Being Twenty-nine to Thirty.

SALEM, Ore., Feb. 12.—When House bill No. 2—the Chapin railroad commission bill—came up at 3 o'clock in the afternoon, the majority and minority reports of the joint committee on railroads were read. The former recommended that the governor, the latter that a state board, appoint the commission. It was then moved that the House adopt the majority report of the committees, which was afterward amended to read the minority report.

Speaker Davy said: "I am not opposed to the Chapin bill, in spirit or in fact, but I am opposed to putting the appointing power in the hands of the governor. I believe in the people of Oregon and I think the people are competent to choose a railroad commission that is competent to execute the people's wishes. I have fought for the Republican party and was elected by the Republican party, and now the Democratic minority of this state asks us to enact a railroad commission law and turn it over to their governor to let the party run the commission as it pleases. It is a brazen and cheeky demand."

"Are there among 70,000 Republican voters none able enough to execute this law?"

Coffey spoke in favor of the majority report of the joint committee. He said in part:

"I believe in the honor of the committee who handed in the minority report, but I think they are mistaken in bringing this question up at this time. I am a Republican, I am one born and bred, but I'm a citizen of this state first, and this state wants the governor to be held responsible for the personnel of the commission. This is business and it is not politics. I hope this House can remember that when it comes to vote on the majority report of the committee that spent a month on this bill."

"Let's give the people of the state what they want," said Edwards. "They want the governor to appoint and they want an efficient commission. There is only one way to get this now, and that is to adopt the majority report. Again I tell you this is business, not politics."

Northrup made one of the chief speeches for the majority report. He said:

"There is union in the Senate now over this question of appointment and if we adopt the minority report the two houses of this legislature are at outs, and the entire bill is endangered. This commission must be free of political bias and must be a business body of experts. The people elect the governor, the long purse often elects the other state officers, whom you would make equally responsible with the governor in the selection of the commission. Does any one think the railroads want the governor to appoint?"

The leaders fighting against his appointing know better. You are trying to put the business interests of the state under the feet of the politician, and you are trying to play party politics when the entire state sent you here to enact some adequate railroad laws."

"It's a matter of business," said Mr. Chapin. "I have a desk full of letters from Republicans of influence who wish the governor to appoint. Mr. Davey a few days ago wanted the textbook commission appointed by the governor. Why this sudden change?"

The House supported the minority report of the joint committee favoring the appointment of the commissioners by the governor, secretary of state and state treasurer by a vote of 39 to 29, and adjourned until the night session, when the amended bill was passed, with but one dissenting vote, that of Adams, of Multnomah, who later changed to yes.

RECORD STOCK DAY.

CHICAGO, Feb. 12.—The Chicago & Northwestern Railroad established a new record for livestock traffic yesterday by bringing to Chicago 1,028 carloads of stock, the largest amount ever brought here in a single day by any railroad.

At least 75 per cent of this stock originated in Iowa and Nebraska, the average haul being about 400 miles and the average speed 25 to 30 miles an hour. A remarkable fact is that all of the thirty-five trainloads of stock were delivered here before 6:30 o'clock yesterday morning and the last car of livestock was unloaded at the Union stockyards before 10:30 a. m.

ROAD BILL ATTACKED

Big Property Interests Nearly Defeat the Measure.

OFFER KILLING AMENDMENT

Senator Newell Attempts to Tack Appropriation for Convict-Worked Rock Quarry Which Would Insure Defeat of Measure.

SALEM, Feb. 12.—Big property interests this morning came near defeating the only road bill likely to pass the legislature this session. When Senate bill 96 came up for consideration in the committee of the whole, Newell offered an amendment providing that \$25,000 be appropriated for a rock quarry, and that the convicts be set to work crushing rock. Perkins, of Jackson, placed the issue squarely before the House. "If this amendment is adopted it will kill this bill, which is just what the big property interests want," he said. "The Senate passed this bill by a narrow margin, but if convict labor was made compulsory by the bill it would fail of passage in the Senate."

Certain members of the Portland contingent, Speaker Davey, and other Representatives, generally those who endeavored to sidetrack the Chapin bill yesterday, supported the amendment. Campbell, of Multnomah, said: "I'm tired of having the Senate held as a club over my head. Pass the amendment, and if the Senate kills the bill it's their funeral."

By a narrow margin the amendment was lost, chiefly through the Eastern Oregon representative standing together against the amendment.

The bill provides for the creation of a State Board of Road Commissioners and a State Road Engineer, at a salary of \$1,800 a year. The measure will enable any section of the state to improve its highways if the interested property owners pay a third of the expenses, the county another third and the state the rest. Under the act about three-quarters of a million dollars annually will be available for road building under the charge of an expert.

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CLASH OF COUNSELS

Jerome Objects to Question By Delmas.

FOSTERED FALSE IDEA

Latter Takes Serious Exception to His Heated Remarks.

TRIAL OF THAW IS ENLIVENED

Alienist Testifies That Defendant Was Suffering From Mental Derangement at Time of Murder—Evelyn Thaw to be Recalled.

NEW YORK, Feb. 12.—District Attorney Jerome and Delphin M. Delmas came together today in the first serious clash between the counsel of the Harry K. Thaw trial. The California attorney, who was directing the defense, took exception to certain statements of the prosecuting officer and had inserted in the record a protest against "the misconduct of the learned District attorney." Jerome hotly accused Delmas of trying to instill in the minds of the jury the implied suggestion that the operation performed on Evelyn Nesbit in 1903 before Thaw took her to Europe was of "a criminal nature," when as a matter of fact, he said, it was for appendicitis.

Delmas called the attention of Justice Fitzgerald to this saying of the district attorney, stating that the facts were not in evidence and that "very serious exception must be taken to his remarks."

"Send the jury out of the room if you want to," exclaimed Jerome, "but I am going to get this thing straight. I am not going to have these false impressions fostered before this jury."

Dr. Britton D. Evans, superintendent of the State Hospital for the Insane, of Morris Plains, N. J., was testifying at the time of the disagreement. He had declared that he was of the opinion that Harry K. Thaw was insane at the time of the tragedy. He had been called upon to answer a long hypothetical question in which reference had been made to a "serious if not capital" operation on Miss Nesbit, when the storm broke. Justice Fitzgerald did not rule out any of Jerome's remarks before the jury, and Delmas took care to have every exception he made "seriously noted."

Evans was by far the most satisfactory expert witness whom the defense has so far produced. He detailed to the jury his observations and examinations of Thaw during the eight visits to the prisoner at the Toms and declared his opinion that Thaw was suffering from "a brain storm or an explosive or fulminating condition of mental unsoundness," at the time he shot White. Evans may be cross examined tomorrow, though Evelyn Thaw may be called upon to continue her story. The defense may call other alienists to testify.

ANOTHER PORTLAND OUTRAGE.

Probable Attempt to Blow Up Street Car Discovered.

PORTLAND, Feb. 12.—A cartridge three inches long, containing enough nitro-glycerine, to blow to bits any car striking it, was found beside the track at Thirtieth and Gladstone streets today. Several weeks ago a stick of dynamite was found by the tracks of the St. John's division. The

motive of the outrage has not been ascertained by the police who are working on the case.

FOR CLEANER SPORT.

Move by Englishmen to Have Yacht Skippers Licensed.

NEW YORK, Feb. 12.—Lord Wolverton, who has been for many years an enthusiastic member of the Royal Yacht Squadron and was associated with Lord Dunraven in the ownership of the Valkyrie which was beaten by the Vigilant in an attempt to lift the America cup, arrived here yesterday on the liner Carmania. He wishes to discuss the yachting system with members of the New York Yacht Club. Lord Wolverton is back of the movement in England toward having the Royal Yacht Squadron license yacht skippers and assume the right to disqualify amateur skippers if found guilty of reprehensible practices, to prevent their competing in Great Britain or the British possessions. Lord Wolverton may suggest that this movement be taken up here and he may also broach the subject of an international race in 1908.

KILLED BY STREET CAR.

CHICAGO, Feb. 12.—P. O'Keefe, 65 years old, whose home was in Fort Smith, Ark., and who was said to have been a mining promoter, was run over and killed by a street car in Austin, a suburb, last night. He was walking on the car track and the motorman did not see him. His head was almost severed from his body. The motorman and the conductor of the car were arrested.

DENY ANY CHANGES

Road Officials Say Hiring Japs is Their Custom.

WOODBURN AFFAIR ENLARGED

Policy Has Been to Employ Japanese or Other Foreigners Where Satisfactory White Labor is Unobtainable—Wages Lower.

PORTLAND, Feb. 12.—Reports that Japanese section hands are succeeding in white labor along the line of the Southern Pacific because the former can be employed at cheaper wages, is denied by officers of the Harriman lines. The affair at Woodburn, which resulted in a new crowd of Japanese leaving the section-house because of threats by rowdies, is attributed by them to a drunken mob.

At Ashland it is rumored Japanese are to supplant white men on that section, and changes are looked for at other points. The reason given for the changes is that there were not enough white men on the section to perform the work, and as more could not be employed, the Japanese will be detailed, as they are obtainable in larger numbers.

Section men board themselves and whites are paid \$1.50 a day and Japs \$1.30 to \$1.35. Railroaders say it is the rule to employ either white men on a section or gangs of foreigners who hail from the same domain. Greeks, Japanese or Italians are employed. It is pointed out that Japanese were used on the system before it became a portion of the Harriman merger, and that many have since been introduced on the O. R. & N. That the Japanese are peaceful and work for less, as they can live more cheaply in their favor, while experience has taught the operating departments that it is impossible to work white men with foreigners in unison.

With from \$2.50 to \$3 being paid on construction work, it has proven difficult to secure white men for section requirements at a less wage, though the Japs are seldom paid above \$1.40 and often they receive much less. Japanese contractors are said to reap a percentage of the daily stipend.